SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics-Compiled Every Day for the Evening Telegraph.

THE COOLIE QUESTION AND FREE TRADE.

From the N. Y. World. A city journal recently undertook to show that the Democratic party cannot oppose a great influx of coolie laborers without involving itself in inconsistency. That journal asserts, truly enough, that the Democratic party is a free-trade party; but draws the unwarrantable inference that a free-trade party cannot, without stultifying itself, resist the introduction of cheap labor while it favors the introduction of cheap goods. This is one of those plausible crotchets that explode as soon as the light falls upon them. It is true enough that labor is employed in the production of commodities: but it is not true that cheap labor and cheap commodities always go

The free-trade question and the labor question are so distinct that no sophistry can confuse them. The labor question hinges upon the equitable division of the products of labor between employers and employes. Mr. Samson, of North Adams, does not intend to give the community cheaper shoes, but to increase his own profits. Selling shoes at the same price, the less he pays to his coolie workmen, the more he will have left to increase his capital. The tariff and coolie immigration have the same object, namely : to enhance the profits of the manufacturer.

Free trade rests for its defense upon the great fact that the Creator has diversified the globe on which we dwell with an infinite variety of soils, climates, productions, mineral resources, and other capabilities, and that these inequalities between different countries are increased by differences in civilization. and in the capacities, wants, and modes of living of their inhabitants. If both oranges and ice were produced with equal facility in the Island of Cuba and the State of Maine, there could never arise a question of the interchange of these productions between these places, because any differences in the price of labor would be more than cancelled by the cost of transportation. Ice can be produced in the West Indies by processes well known to chemists; oranges can be grown in Maine by hot-house culture; but it would require a hundred times the labor to produce either in such a struggle against climate that is needed to pick the oranges where they are given in perfection by the spontaneous bounty of the tropics, or to cut and ship the ice which the rigor of a Northern winter congeals on the surface of every lake and stream. The cost of transportation is a trifle compared with this difference in the facility of production. The same amount of human labor can deliver a hundred times as much ice in Havana by gathering oranges in the interior of Cuba, as it could do by generating ice with a powerful air-pump; and so, on the other hand, a Yankee could lay down on a Portland dock a hundred times as many barrels of oranges by employing himself in cutting ice, as he could deliver by cultivating oranges in a green-house. The primary question is not a question of the comparative rates of wages in Maine and in Cuba, but between the productiveness of the same amount of labor when employed on the inhabitants of every country the full advantage of the prodigal bounty of nature in the every other. It enables every region of the globe to procure the peculiar commodities of every other, with only the labor they cost in others plus the transportation. It enriches the human race by increasing the general stock of the products of labor; and as the fruit of abundance is cheapness, it enables every individual who has wages to expend to get the greatest sum of comforts in exchange for them. Free trade, instead of lowering wages, increases their value by cheapening the prices of goods. It is the undisputed purpose of a protective tariff to raise prices for the benefit of the home producer.

Between the introduction of cheap foreign goods and cheap foreign labor, there is this great difference: that the cheap goods benefit the whole mass of buyers who make up the community, whereas the cheap labor benefits only the individuals who employ it so long as the prices of commodities are regulated and kept up by the tariff. The tariff renders labor unproductive by forcing it into unprofitable employments, and taxing the whole body of laborers and consumers to make up the loss. The question between capital and labor relates to the division of products; but as no more can be divided than is produced, capital can get its customary profits in an unproductive employment only by diminishing wages, either directly or by the enhanced cost of living. With free trade our domestic labor would all be engaged in the most profitable employments, increasing the common fund to be apportioned between capitalists and

operatives. The introduction of cheap labor merely to benefit the manufacturing monopolists would be no advantage to the country. Cheap labor in China gives us cheap tea; but if coo'ies were brought here to cultivate the tea-plant under a high protective tariff, the effect would be to diminish American wages and at the same time augment the cost of living. When the coolies raise tea for us in China we get the full advantage of their cheap labor, and, what is more important, of its employment in a productive occupation. If they should raise tea in this country under a tariff high enough to enable capital to make a profit, the cheapness of their labor would benefit nobody but the employer, and inflict upon the rest of the community the double evil of dear tea and injurious competition for employment. The same reasoning will equally apply to the importation of coolies for any of the protected industries. With free trade we should have the full advantage of the cheap labor of other countries and of its employment under favoring influences of soil and climate. Using it in this way, we should confer a benefit on

THE FUNDING SCHEMES BEFORE

into our politics by further degrading the

our own laborers by cheapening the cost of

CONGRESS.

suffrage.

From the N. Y. Times. Mr. Schenck has great tenacity of purpose, and it is now to be exercised in behalf of the Funding bill, reported some weeks ago from the Ways and Means Committee. The Senate passed its bill in March. The two measures

differ essentially in their scope and design. The Senate scheme provides for the issue of three classes of bonds, each to the extent of four hundred millions of dollars, bearing respectively five, four and a half, and four per cent. interest, redeemable at periods varying with the interest. The diversity of interest invests this feature of the bill with who pay the taxes. Canada feels all the

an experimental character. It indicates a willingness to facilitate funding, but slender faith in its fessibility. For if twenty-forty bonds, at four per cent., are marketable, the issue of four and a half and five per cent. bonds should not be attempted; and, vice versa, if only a five per cent. security is likely to find customers, the proposal to issue others is a mistake, because it entails upon the Treasury the discredit inseparable even from an appearance of failure. In another respect the bill is bad. By the organization of foreign agencies it in effect confesses that the sale of bonds must be negotiated in Europe, or not at all. Now, we do not share the opinion of those who affect horror at the idea of foreign indebtedness on account of American securities. The fact undoubtedly tends to aggravate possible financial complications; but, on the other hand, it implies the application of European capital to American development, the profits of which more than counterbalance the risk incurred. Still, the flow of Government bonds towards Europe should be the result of a natural demandnot of an operation that would place this country in the attitude of a power seeking accommodation at the hands of distant money-lenders. Our war loans were all negotiated here; and it would be better to await a fitting opportunity for the floating of the funding loan here, than to confess dependence upon Frankfort, Paris, or London, for the means of improving our financial posi-

For the payment of interest and the gradual reduction of the principal, the bill appropriates out of customs receipts \$150,000,000 annually, the effect of which would be the application to the purposes of a sinking fund a sum considerably in excess of that required by the law now in force. We think this increase undesirable. Twenty-five millions yearly applied to a sinking fund, with the constantly growing additions resulting from the operation of that fund, would be amply sufficient for the maintenance of the public credit and the extinction of the debt: and on this basis the annual sum called for on account of the debt would be much less than the sum prescribed by the Senate. If we are to go on reducing the taxes, this tendency to increase expenditures, to hasten the diminution of unmatured indebtedness, can-

not be too soon checked. The bill is further encumbered with provisions which more properly belong to a measure belonging to banking and currency. It might be well to make some specific class of the new bonds the basis of new banking facilities; but details relaing to note circulation and gold banking are out of place in a measure which should contemplate only the funding of the bonded debt.

In its simplicity the bill before the House is preferable. It authorizes the issue of a single class of bonds, redeemable after thirty years, and amounting in the aggregate to one thousand millions. The provisious in regard to the issue of the new bonds, and the conversion of outstanding five-twenties, are clear enough. And the system of foreign agencies is very wisely discarded. The debatable question is, whether a four per cent. loan is at present negotiable. The commonplace plea that the United States Government should be able to obtain all the money it needs at rates as low as those paid by the first-class powers of Europe, is obviously untenable. A government can scarcely hope to borrow on much better terms than the most favored of its own the same commodity. Free trade gives to | people, whose average rate of interest determines, approximately, the rate which the Government must expect to pay. We need hardly say that money is worth much more here than in Germany, France, or England, and if a demand for our securities comes from either of these countries, it is because our investments yield larger returns than are available there upon home investments. For this reason we are not sanguine as to the result of the enactment of the House plan. If the Secretary of the Treasury has more confidence upon this point, let him have a chance of trying what can be done. Failure will not be flattering to the national pride, but success would most assuredly be a great triumph for Mr. Boutwell.

> We trust, however, that the section empowering the Secretary to employ Treasury gold at his discretion in the purchase of the resent six per cent, bonds will not be sustained. Adequate provision is made for carrying into effect the purposes of the Sinking Fund law-and this should suffice. The public credit requires no more, and no more should be attempted. If, after meeting all requirements, a surplus exists, its legitimate application will be in one of two directions. Either it should be reserved for the further reduction of taxes, or it should swell the accumulation which must begin some time, if specie payment is ever to be resumed, and which, meanwhile, should help the Government to defeat the machinations of the gold gamblers.

Another of the propositions submitted by the Ways and Means Committee is equally objectionable. It virtually converts the Treasury into a bank on a specie basis, allowing it to receive gold on deposit, issuing three per cent certificates, and permitting the Secretary to use seventy-five per cent. of the deposits in the redemption of bonds not yet due. Our financial system is already sufficiently complicated; the Treasury has responsibility and work enough as it is, and the proposal reported by Mr. Schenck would add to those responsibilities and complications risks which are at variance with ordinary notions of financial safety.

CANADIAN INDEPENDENCE AND AN-NEXATION.

From the N. Y. Tribune. It is wonderful how logical the Fenian raid has made our Canadian friends. It is sincerely to be hoped that the result has been as beneficial to the invaders, though we fear not. But it has certainly set the Canadians thinking, and here is one of the conclusions to which they have come after revolving the fishery question in their minds. Canada, as a colony, the English leaders say, has no right to engage in war or to force the Mother Country into war. But having set up as a Dominion for herself, she is told by England

living without reducing their wages, and that she must protect and defend herself. without raising new jealousies or antagonisms But suppose, says one pertinent and perhaps of race, or introducing new complications rather impertinent querist, Canada in protecting her fishery rights becomes embroiled with the United States, will England fight her battles? "Oh, no," they quote the London Telegraph as saying very reach as if it were Mr. Lowe talking in the Commons, 'fortunately for us we are out of it since the question concerns Canada-practically in these matters an independent power—and the United States, its great neighbor." This is like saying that if the Dominion offends, she must apologize, or if England is forced to defend her, the colony must submit to have the expenses of war charged to her account. And since the cost of war on any account-Alabama claims or fishery question-must fall on Canada, her duplex position as an

independent dominion and a dependent

colony is not highly agreeable to the people

more nervous over this discovery for the reason that she lately gave the United States polite notice that American fishermen cannot fish any longer in Canadian waters, except where the privilege is secured us by definite treaties. She need not tremble. We shall

trouble our neighbors. But Canada will soon see that the only solution to her difficulties is to be found in annexation. To that belief have already come numbers of her property holders and politicians; and the latest development of Canadian politics is the formation of the Union League of Montreal, whose organization has been detailed in our Ottawa correspondence, and whose purpose is to secure first the consolidation of the Dominion, then its independence, and finally its annexation to the United States. The programme is faulty in being a trifle too elaborate. Our Canadian friends still hold the slow notion that it takes a generation or two to effect a revolution of this kind. In this age we destroy institutions, overturn empires, and consolidate nations with the rapidity of earthquake shocks and with far less commotion. Separation from England, which they call independence, is already assured the Canadians; both mother and child assent to this with equal eagerness, and a formal proposition from either party would be gladly accepted by the other. But perfect union there will not be in the New Dominion. It is an unnecessary step toward the annexation which will be so eminently to the advantage of Canada, and the idea of which requires but little sgitation to become popular there. There will be independence whenever Canada wishes it, and there will be annexation before consolidation.

SPECIAL NOTICES.

AN IMPORTANT NOTICE.
TO ALL WHOM IT MAY CONCERN. The following named persons, if they were on the Bark ARCHIBALD GRACIE, which left San Francisco, California, in 1855, or their next of kin, will SEVENTH Street, Philadelphia. Immediate atten-tion to this is requested, and any one knowing their present whereabouts will oblige by communicating James J. Nichols,

A. M. Spencer, Janez M. Tipton, Henry Adler. ewis Scarce, samuel B. Pingrey. Martin Hart, William Douglas, William Chamberlin Walter Smith. William F. Willis, Henry Lovell, John Dockendorii, David Lozen, William Davis. William Ferry, Charles Nodine,

Charles Brown, Absalom Cryers, John Baker, William Roberts, E. S. Wilson, W. Hopkins & Son, L. B. Dresser, William Rafferty, J. H. Painter, M. Barnes. R. J. Black, R. Blair, Mark Ferrill, John Anderson John W. Walden William Serioner, William Callahan, John H. Anxes. A. H. Whitner. Sanford Crocks,

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in ac-cordance with the laws of the Commonwealth, to be entitled THE GERMANIA BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No 227 South FOURTH Street.

PHILADELPHIA, June 22, 1870. NOTICE.-In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 19, 1869, the Philadelphia and Reading Railroad Co. will pay at their office, No. 227 South FOURTH st., Philadelphia, on and after the 19th day of JULY, 1870, a divi holders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on the 1st day of July, 1870. All orders for dividends must be witnessed and

S BRADFORD, Note.-The transfer books of the East Pennsylvania Railroad Co, will be closed on July 1 and reopened on

HENRY O. JONES, Treasurer East Pennsylvania Railroad Go. NOTICE IS HERRBY GIVEN THAT AN application will be made at the next meeting o the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE WEST END BANK, to be located at Philadelphia, with a capital of one hundred thou-sand dollars, with the right to increase the same to five hundred thousand dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH
Street, Philadelphia, June 29, 1870.
Dividend Notice.
The Transfer Books of this Company will be closed

on the 7th of July next and reopened on Wednesday, July 20.

A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE PETROLEUM BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five (5) hundred thousand dollars.

OFFICE OF THE SCHUYLKILL NAVIGA-TION COMPANY, No. 417 WALNUT Street. PHILADELPHIA, June 25, 1870. NOTICE.—The Loanholders of the Schuylkill Navigation Company who have not yet signed the agreement for the extension of their loans-requisite as a preliminary to the execution of the pro-posed lease of this company's works to the Philadelphia and Reading Raifroad Company—are respectfully requested to call at this office and sign such agreement at their earliest convenience.

By order of the Managers. 6 25 6t F. FRALEY, President. OFFICE OF THIRTEENTH AND PIFTEENTH STREETS PASSENGER RAIL. The Board of Directors have this day declared a semi annual dividend of ONE DOLLAR AND FIFTY CENTS per share from the earnings of the road for the last six months, clear of all taxes, payable on and after the first day of July, at the office of the Company, No. 1011 South BROAD street.

Transfer books will close on the 25th inst, and be opened in July 2.

B. EOYER BROWN.

621 27 1 NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE QUAKER CITY BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PENNSYLVANIA RAILROAD COM-PANY, TREASURER'S DEPARTMENT. PHILADELPHIA, Pa., May 8, 1870.

NOTICE TO STOCKHOLDERS. The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT. on the Capital Steck of the Company, clear of National and State Taxes, payable in cash on and after May 20, 1870. Blank Powers of Attorney for collecting Dividends can be had at the Office of the Company, No. 238 South Third

The Office will be opened at 8 A. M. and closed at 3 P. M. from May 30 to June 3, for the payment of Dividends, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH. THOMAS T. FIRTH,

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable. D. T. GAGE,

No. 118 MARKET St., General Agent.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thou sand dollars, with the right to increase the same to five hundred thousand dollars.

TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranied free from injurious ingredients. It Preserves and Whitens the Teeth! Invigorates and Soothes the Guma! Purifies and Porfuse the Breath! Prevents Accumulation of Tartar! Cleanses and Purifies Artificial Teeth! Is a Superior Article for Children! Sold by all druggists and dentists.

A. W. WILSON, Druggist, Proprietor, 2 2 1cm Cor. NINTH AND FILBERT Sts., Philadelphia.

BATCHELOR'S HAIR DYE, -THIS BAICHELORS HAIR DYE, —THIS
splendid Hair Dyei a the best in the world. Harmless, reliable, instantaneous, does not centain lead, nor
any vitalic poison to produce paralysis or death. Avoid
the vaunted and delusive preparations boasting virtues
they do not possess. The genuine W. A. Batchelor's Hair
Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or
Brown. Sold by all Druggista. Applied at No. 16 BOND
Street, New York NOTICE IS HEREBY GIVEN THAT AN

application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANTOWN BANKING COM-PANY, to be located at Philadelphih, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars. A TOILET NECESSITY.-AFTER

nearly thirty sems' experience, it is now generally admitted that MURRAY & LANMAN'S FLORIDA WA'LER is the most refreshing and agreeable of all toilet perfumes. It is entirely different from Cologne Water, and should never be confounded with it, the perfume of the Cologne disappearing in a few moments after its application, whilst that of the Florida Water lasts for its area.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street.

QUEEN FIRE INSURANCE COMPANY,
IGNDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
FIFTH and WALNUT Streets. WARDALE G. MCALLISTER, Attorney and Counsellor at Law, No. 3:3 BROADWAY, New York.

CITY ORDINANCES.

A N ORDINANCE
To make an Appropriation for the Erection of a new School Building on Cherry street, east of Eleventh street, and for the extension of the Northwest Grammar School Building. Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of thirty thousand dollars be and the same is hereby appropriated for the purpose of erecting a new school building on the south side of Cherry street, east of Eleventh street, in the Tenth ward, and for the enlargement and repair of the Northwest Grammar School building: Provided that the plans and specifications for the said new school building shall be first approved by the Committee on Schools of Conncils, and the contract for the erection of the same shall be awarded to the lowest bidder, at least two weeks' public notice, by advertise-ment in not less than two newspapers, having been previously given, inviting proposals for the erection thereof. The said proposals to be opened in the presence of the Committee on Schools and of such bidders as may choose to be present. Every bidder to have previously filed a bond with the City Solicitor that he will comply with his bid if accepted, pursuant to ordinance approved May 25, 1860, entitled "An ordinance relating to proposals for work and materials:" and the contract therefor shall also be approved by Councils. The said sum hereby appropriated shall be taken out of the loan for school purposes created by ordinance approved

And the warrants therefor shall be drawn by ontrollers of rubile schools, in conformity with existing ordinances.
R. J. C. WALKER,

Peesident pro tem. of Common Council. BENJAMIN H. HAINES, Clerk of Select Council.

SAMUEL W. CATTELL, President of Select Council. Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy

(A. D. 1870). Mayor of Philadelphia. A N ORDINANCE To Pay the Claim of William McLaugh-

Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of one hundred dollars be and the same is hereby appropriated for the purpose of paying William McLaughlin for loss of horse; the said sum to be accepted by him in full settlement of all claims against the city. The warrant therefor to be drawn by the City Solicitor in accordance with existing ordinances.

LOUIS WAGNER, President of Common Council. BENJAMIN H. HAINES, Clerk of Select Council.

SAMUEL W. CATTELL, President of Select Council. Approved this ———— day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870). Mayor of Philadelphia.

OFFICE OF THE CLERKS OF COUNCILS. We do hereby certify that the foregoing ordinance, entitled "An ordinance to pay the claim of William McLaughlin," was presented to the Mayor on the 11th day of June, Anno Domini eighteen hundred and seventy (A. D. 1870), and was not returned to the Council in which said bill originated within fifteen days after it had been presented to him; wherefore, agreeably to the provisions of the act of Assembly approved February 2, 1854, entitled "A further supplement to an act to incorporate the City of Philadelphia," it has become a law in full force and virtue in like manner as if he had signed it.

JOHN ECKSTEIN. Clerk of Common Council. Attest-BENJAMIN H. HAINES, Clerk of Select Council

R ESOLUTION Placing Chauncey Street on the Plan of the City.

Resolved, By the Select and Common Councils of the City of Philadelphia, That Chauncey street, running between Girard avenue and Stiles street, and between Eighteenth street and Ridge avenue, in the Twentieth ward of the city of Philadelphia, be forthwith placed upon the city plan, in order that water may be introduced therein as speedily as possible, as the tenants on said street are now suffering for the same.

R. J. C. WALKER, President pro tem. of Common Council. Attest-ROBERT BETHELL,

Assistant Clerk of Select Council. SAMUEL W. CATTELL President of Select Council.

Approved this thirtieth day of June, Anno
Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX. Mayor of Philadelphia

WINDOW FASTENER.

THE UNRIVALLED NEVER-FAILING,
SELF-LOCKING WINDOW FAST.—The best, most
complete, perfect, and durable article for securing
windows—either with or without weights—that has ever
been offered to the public. Designed for the use of dwellings, stores, factories, steamboats, street and steam railway cars; securely focks the windows in any desired
position, and can easily be applied to old and new
windows.

Ms nufactured by the Boston and Meriden Manufacturing Company, No. 512 COMMERCA Street, and
sold by all the principal Hardware houses in the
city.

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OITY ORDINANCES.

RESOLUTION
To Lay Water Pipe on Pierce Street and Other Streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Engineer of the Water Department be and is hereby authorized to lay water pipe on the fol-

lowing streets:-Pierce street, from Seventh westward, a distance of three hundred and twenty-five feet. Anthony street, from Seventh to Eighth street, First ward.

Twenty-fifth street, from Brown to Hare street, in the Fifteenth ward. Keyser street, in the Eighteenth ward. Leithgow street, from Norris to Hackley street.

Huntingdon street, from Front street to Kensington avenue, Nineteenth ward.

Nicholas street, from Nineteenth to Twentleth street. Nineteenth street, from Oxford street to Mont-

gomery avenue. Chauncey street, from Girard avenue to Stiles street; and on Croskey street, from Columbia avenue to Montgomery avenue, in the Twentieth

Thirty-seventh street, from Darby road to Sycamore street, Twenty-fourth and Twentyseventh wards. Tenth and Eleventh streets, from Tioga to Ontario street.

street. C street, Rose street, and Ormes street, from Somerset to Cambria, and on Somerset street from C to Ormes street, in the Twenty-fifth ward.

Ontario street, from Tenth to Eleventh

Twenty fourth street, from Washington avenue to Federal street. Manton street, from Eighteenth to Nineteenth

street, Twenty-sixth ward. Elm street, from Thirty-fourth to Thirty-sixth street, and Sycamore street, from Thirty-fifth to Thirty-seventh street, in the Twenty-fourth ward; on Tioga street, from Seventeenth to Broad street, in the Twenty-eighth ward; on Bainbridge street, from Penn to Swanson street, in the Fourth ward; also to relay a six-inch pipe on Swanson street, from South to Almond

R. J. C. WALKER, President pro tem. of Common Council. ROBERT BETHELL, Assistant Clerk of Select Council. SAMUEL W. CATTELL,

President of Select Council. Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy

(A. D. 1870). DANIEL M. FOX. 7 1 1t Mayor of Philadelphia.

A N ORDINANCE
To Authorize the Purchase of a lot of
Ground in the Second Ward, and to Make an Appropriation therefor.

Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the City Solicitor be and he is hereby authorized to examine the title to all that lot of ground situate on the north side of Carpenter street, west of Ninth street, extending through to Hall street, in the Second ward of the city of Philadelphia, containing in front on Carpenter and Hall streets respectively ninety-six feet, and in depth on the west line thereof one hundred and sixteen feet three inches, and on the east line thereof one hundrer and thirty-two feet five inches, belonging to the estate of James Rush. deceased; and if he approve of the same, that he cause a conveyance of said lot of ground to be made to the city of Philadelphia in fee, the consideration therefor to be the price or sum of eleven thousand two hundred dollars.

Section 2. That the scm of eleven thousand two hundred dollars be and the same is hereby appropriated for the purchase of the said lot of ground, to be taken out of the loan for school purposes, created by ordinance approved May 18, 1870; and the warrants therefor shall be drawn by the Controllers of Public Schools, in conformity with existing ordinances.
R. J. C. WALKER,

President pro tem. of Common Council. ROBERT BETHELL. Assistant Clerk of Select Council. SAMUEL W. CATTELL,

President of Select Council Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy

(A. D. 1870). DANIEL M. FOX, Mayor of Philadelphia.

A N ORDINANCE To authorize the erection of a new School Building in the Twenty-second Ward. Section 1. The Select and Common Councils of the city of Philadelphia do ordain, That the sum of twenty thousand dollars be and the same is hereby appropriated for the purpose of erecting a new school-building in Allen's lane, in the Twenty-second ward, the said sum to be taken out of the loan for school purposes created by ordinance approved May 18, 1870; provided that the plans and specifications therefor shall be first approved by the Committee on Schools of Councils, and the contract or contracts therefor, and the sureties of the contractor or contractors, shall be approved by Councils. And the warrants shall be drawn by the Board of Controllers of Public Schools, in conformity

with existing ordinances. R. J. C. WALKER, President pro tem. of Common Council. Attest— ROBERT BETHELL,

Assistant Clerk of Select Council. SAMUEL W. CATTELL, President of Select Council. Approved this thirtieth day of June, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX. Mayor of Philadelphia.

WHISKY, WINE, ETQ.

CARSTAIRS & McCALL. No. 126 Walnut and 21 Granite Sts. IMPORTERS OF Brandies, Wines, Gin, Olive Oil, Etc.,

WHOLESALE DEALERS IN PURE RYE WHISKIES. IN BOND AND TAX PAID. 628 306

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphi

SHIPPING.

ONLY DIRECT LINE TO FRANCE. THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST. The splendid new vessels on this favorite soute for the Coptinent will sail from Pier No. 50, North river, every Saturday. PRICE OF PASSAGE

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Bolaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily HILLIAM P CLYDE & OO., No. 14 North and South WHARVES, HYDE & TYLER, Agents at Georgetown; M. KLDRIDGE & CO., Ag., As at Alexandria.

CORDAGE, ETC. WEAVER & CO.,

ROPE MANUFACTURERS

SHIP CHANDLERS,

No. 29 North WATER Street and No. 28 North WHARVES, Philadelph

ROPE AT LOWEST BOSTON AND NEW PRICES.

CORDAGE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights EDWIN H. FITLER & CO.

Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 B. WATER St. and 22 N. DELAWAR

SHIPPING.

LORILLARD'S STRAMSHIP LINE FOR

NEW YORK are now receiving freight at

5 cents per 100 pounds,

2 cents per foot, or 1-2 cent per gallon, ship option. INSURANCE % OF 1 PER CENT.

Extra rates on small packages iron, motals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons For further particulars apply to

PIER 19, NORTH WHARVES. PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULEANS, La.
The YAZOO will sail for New Orleans direct, on
Thursday, June — at 8 a. M.
The YAZOO will sail from New Orleans, via Havana
on — June

on June

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacce, and Brasoc and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights roshipped at New Orleans without charge of commissions.

WERKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannan on Saturday, July 2, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, July 2. day, July 2.

Th KOUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisians, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Saturday,
July 2, at 6 P. M. Returning, will leave Wilmington Saturday,
July 2 at 6 P. M. Returning, will leave Wilmington Satur
day, July 2 th.
Councets with the Cape Fear River Steamboat Combany, the Wilmin; ten and Weldon and North Carolina
Railroade, and the Wilmington and Manchester Railroad
to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken
via Wilmington, at aslow rates as by any other route.
Insurance effected when requested by shippers. Bills
of lading signed at Queen street wharf on or before day
of sailing.
WILLIAM L. JAMES, General Agent.

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street. THE REGULAR STEAMSHIPS ON THE PRILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through
bills of lading to interior points South and West in
connection with South Carolina Railroad Company.

ALFRED L. TYLER.

Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON
STEAMSHIP LINE.
This line is now composed of the following firstclass Steamships, sailing from PIER 17, below
Spruce street, on FRIDAY of each week at 8

ASHLAND, 800 tens, Captain Crowell.

J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.

JULY, 1870.

Prometheus, Friday, July 1.

J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.

J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Freights forwarded with promptness and despatch. Rates as low as by any other route. Insurance one-half per cent, effected at the office

in first-class companies.

No freight received nor bills of lading signed after No freight received as:
3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charles

FOR LIVERPOOL AND QUEENS
pointed to sail as follows:

Etna, via Halifax, Tuesday, June 28, 1 P. M.
Oity of Paris, Saturday, July 2, 8 A. M.
Oity of Bacoklyn. Saturday, July 9, 1 P. M.
Oity of Batimore, via Halifax, Tuesday, July 19, 1 P. M.
And each succeeding Saturday and alternate Tuesday
from Pier 45, North River.

RATHS OF PASSAGE.

BY THE MAIL STRANGE SALLING EVERY SATURDAY.

BY THE MAIL STRAWER SALLING EVERTY SATURDAY.
PSYABLE in Gold.
PRYSBLE in Gold.
PRYSBLE in Ourrency.
FIRST OABIN.
100 TO London.
100 TO London.
40
TO PARIS.
115 TO PARIS.
PASSAGE BY THE TUESDAY STRAMER, VIA HALIFAY.
STEER CABIN.
STEERAGE.

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX
FIRST CARIN.
Payable in Gold.
Liverpool.
Liverpool.
Liverpool.
Halifax
St. John's, N. F.
by Branch Steamer.
Fassengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further particulars apply at the Company's Offices
For further particulars apply at the Company's Offices
No. 15 Broadway, N. Y.
Or to
O'DONNELL & FAULK, Agents, 16
BO. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND,
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES
FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY
at 12 o'clock noon, from FIRST WHARF above MABKET Street.
RETURNING, leave RICHMOND MONDAYS and
THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
NO Bills of Lading signed after 12 o'clock on sailing
days.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolins, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Vir. Inia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUTONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

transfer

bteamships insure at lowest rates.
Freight received daily.
btate Room accommodations for passengers.
btate Room accommodations for passengers.
William P. OLYDE & OO.
No. 42 S. WHARVES and Pier I N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. OROWRILL & CO., Agents at Noriolk.
615 FOR NEW YORK,
via Delaware and Raritan Ganal.
EXPRESS STEAMBOAT COMPANY.
Lee Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THAOUGH IN TWENTY FOUR HOURS.

Goods forwarded by all the lines going cut of New York
North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. ULYDE & Co., Agents,
No. 12 South DELAWARE Avenue.
JAMES HAND, Agent.
No. 119 WALL Street, New York.
346 FOR NEW YORK, VIA DELA-

ware and Earlian Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The sterm propellers of this company will commence cading on the 8th of March.
Through in twenty-four hours.
Geods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,

WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. DELAWARE AND CHESAPEAKE

DELAWARE AND CHESAT BARNESS AND COTTON SAIL DUCK AND CANVAS, and Waron-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventy six inches, with Paulius, Belting, Sail Twine, etc.

House, Belting, Ball Twine, etc.

House, William College Street (Oils Storag.